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SUBJECT: CIVAIR: PANAM FREQUENCIES

DELIVER 9AM SATURDAY

1. Panam notified Dept ~~Feb. 27 intention file Feb. 28~~ with Civilavia proposed schedules involving 747 flights effective March 1, April 26 and June 1. March 1 schedule identical to proposal Panam submitted in January which Civilavia refused.

2. Panam plans tell Civilavia that GOI informed of March 1 schedule more than 60 days in advance through earlier filing. Filing for April 26 almost complies with 60 day notice period and is intended to give such notice. June filing intended as courtesy infcrmation of Panam summer plans.

3. BEGIN FYI. Panam rep requested Dept support filings by making representations to GOI, and suggested GOI be informed

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CLEARANCES:

EUR/AIS - Mr. Beaudry CAB - Mr. Scibilia

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that for every day of delay in GOI approval of Panam 747 flights, Alitalia would be delayed equivalent period starting from Alitalia's intended introduction 747 June 5.

4. Dept told Panam that A) Panam schedule filing is matter [redacted], between carrier and Civilavia in absence bilateral; B) Dept has no objections to filings but does not believe that March 1 or probably April 26 schedules will be approved; C) USG not in position to consider making threat requested re Alitalia introduction of 747's since no legal basis now exists to enforce it. END FYI

5. However, assuming Civilavia does disapprove again any part of PAA 747 filing, Embassy should find early occasion inform Fonoff (and in Embassy's discretion Civilavia also) that, while USG recognizes GOI right in absence bilateral to act as it pleases vis a vis US carrier schedules, continued

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disapprovals of PAA 747 schedules on what seem to be arbitrary grounds likely lead US authorities consider placing themselves in comparable legal situation so long as no bilateral exists. This should be expressed not a threat but simple statement fact. It could also [redacted] be made clear that US is not connecting 747 question and resumption negotiations, these being separate matters. (Timing of Embassy's approach would reflect its judgment on best way avoid such linkage.) Department would plan make similar approach to Italian Embassy here.

6. Embassy should be aware that based on advanced schedules, following changes in frequencies and seat capacity are expected in summer season 1970 compared with 1969:

A. Alitalia frequencies up 7 percent, capacity up 47 percent;

B. Panam frequencies down 18 percent, capacity up 19 percent;

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C. TWA frequencies unchanged, capacity up 24 percent.

7. Both Alitalia and TWA have published advance schedules showing daily 747 flight Rome-New York effective June 5. No 747 schedules to Rome have been published by Panam.

8. BEGIN FYI Dept plans reply early next week to Italian note requesting resumption formal negotiations. Text and talking points will be sent Monday. END FYI

END

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